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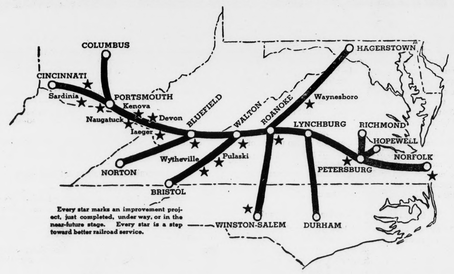
Better railroading and better railroad service is a job that is never finished. It is a job that calls for unceasing planning, preparation and improvements.

Throughout the years, the Norfolk and Western has followed a policy of "preparing today for the traffic of tomorrow." Right now, the N. & W. has recently completed, has under way, or in the blueprint stage, major improvement projects which will cost more than 43 million dollars.

All over the railroad, work is under way . . . work on relocation and improvement of tracks . . . extensive new merchandise freight ocean terminal facilities . . . new passenger and freight cars and locomotives . . . more modern signal facilities . . . new engine terminals . . . improved stations . . . new offices . . . all for a better railroad plant, greater safety and better railroad service.

The list of improvements at the right includes only the major jobs. There are scores of smaller ones. In the future . . . next month . . . next year . . . there will be more jobs — big and small.

The work goes on and on. Doing a better job of railroading on the Norfolk and Western never ends . . . for the efforts of the railroad and its employees to provide better service never end.



Every star marks an improvement project, just completed, under way, or in the near-future stage. Every star is a step toward better railroad service.

Jobs for today—and tomorrow—include:

★ 43 new passenger cars, including sleepers, coaches, diners and luxurious club, tavern and observation cars, now on order. Cost: $5,000,000.

★ A great new merchandise freight pier, nearing completion at the Port of Norfolk, Va. Cost: $6,000,000.

★ The vast Elkhorn Tunnel project near Bluefield, W. Va., a three-year job to reduce grades and improve alignment. Cost: $12,000,000.

★ Construction of 2,000 new 70-ton hopper cars at Roanoke. Cost: $5,000,000.

★ Construction at Roanoke shops of 10 new heavy-duty freight locomotives. Cost: $2,000,000.

★ Track, grade and signal improvements between Portsmouth and Cincinnati, Ohio, nearly completed. Cost: $3,000,000.

★ Heavy repairs to 1,257 freight cars at Roanoke Shops. Cost: $2,085,000.

★ Complete renewal and modernization of interlocking plants at Roanoke and Walton, and modernization of signals, Roanoke to Walton. Cost: $1,000,000.

★ Reconditioning 26 passenger cars at Roanoke Shops. (12 of these now complete. The job also includes installation of roller bearings.) Cost: $754,380.

★ Modernization and replacement of camp cars. Cost: $800,000.

★ New office building in Bluefield, W. Va.

★ Remodeling and modernization of passenger stations at Roanoke, Norfolk, Wythe ville, Waynesboro and elsewhere.

★ New engine terminal at Winston-Salem, N. C. Cost: $357,000.

★ New engine terminal at Pulaski, Va. Cost: $195,000.

★ Other projects include improvement of signal systems, bridges, yards and trackage at or near Kenova, Naugatuck, Iaeger and Devon in West Virginia; at Norfolk and Petersburg in Virginia, and at Sardinia and Portsmouth, Ohio.

GRAND TOTAL: Over $43,000,000.

Norfolk and Western Railway

Veteran Leader Heads Marines

New Commandant Enlisted in World War I and Has Served Since.

WASHINGTON. — The new commandant of the U. S. marines, Clifton B. Cates, had never heard of that outfit when he joined up. But when he was sworn in as commandant, he had seven rows of ribbons adorning his green blouse.

Back in 1917, on the campus of the University of Tennessee, a friend suggested to Cates that they enlist in the marines as a quick way to get into World War I. Game for anything, Cates agreed.

He got hit in that war seven times—once by a near-miss shell-burst that left him standing nude as a plucked chicken — but he came out on his feet.

No More War Winners.

Now, as a major general, Cates says that if there is another war "both sides will lose — there will be no winner," but feels nevertheless that it's his duty to do his part in keeping the United States military establishment ready for any emergency. He believes that atomic and other destructive weapons could easily destroy the economic power of all who take part in another war.

Cates, 54, was sworn in as the 19th marine corps commandant with the rank of general. He succeeded Gen. Alexander A. Vandegrift, who retired to the inactive list, and moved to his farm near Lynchburg, Va.

The wounds Cates suffered as a second lieutenant and other fortunes of war won him two Purple Hearts, a navy cross and a distinguished service cross with oak leaf cluster in World War I.

Came Up Hard Way.

"He earned his way from a platoon commander through the company and field grades," General Vandegrift said of his successor in a brief review of Cates' 30 years as a leatherneck.

During World War II, Cates was among the first to step ashore at Guadalcanal. He commanded the first marine regiment of the first division, the men who wear the "Guadalcanal" shoulder patch.

After Guadalcanal Cates came back to the United States and went to Quantico to head the marine corps schools.

A year and a half and two promotions later he was sent again to the Pacific, this time to take over the fourth marine division during its attacks on Tinian and Saipan.

The following February he led his division in the battle for Iwo Jima, where 5,38 marines lost their lives and 15,978 others were wounded.

In January, 1946, he returned to Quantico as president of the marine corps equipment board. Last June 1, he became commanding general of marine barracks, Quantico, and commandant of marine corps schools.

Bodies Preserved 2,000 Years Found by Soviet Archeologists

MOSCOW. — Soviet archeologists announced that they had discovered the almost perfectly preserved bodies of a young girl and her slain companion, who were buried 2,000 years ago.

The bodies were located in a lootes tomb in the Altai district of southwestern Siberia, where the intense cold kept the bodies from decaying.

S. I. Rudenko, archeologist, said the tomb was sealed when the bodies were buried, but that thieves apparently broke into it soon afterward. This opened the burial place to Siberia's icy winds, and created an "ice box" that would preserve the bodies indefinitely.

Along with the bodies, scientists found cheese and other food intended to nourish the boy and girl in the after-world. The food was in such good condition that it still could be eaten, Rudenko said.

Premier of Portugal Boasts Of Peaceful Era in Country

LISBON, PORTUGAL. — Premier Antonio de Oliveira Salazar said Portugal's domestic situation was never before "so calm and peaceful" and emphasized that both internal and foreign policies remained unchanged under the leadership of Pres. Marshal Antonio Carmona.

Salazar spoke 45 minutes before the national assembly. The deputies cheered. The speech served to destroy rumors regarding domestic differences between the leaders and inside Portugal's cabinet.

Salazar said the anti-Communist policy he had pursued throughout his regime had helped maintain peace, work and order.

Chauffeur Will Get $100,000 Bequest, Probate Court Rules

CHICAGO.—James Mattalina, 53, the $35-a-week chauffeur whose right to $100,000 willed him by his aged employer was challenged, will get the money after all.

Frank M. Ozinga, assistant to the probate judge, admitted the will to probate. At the same time he denied an earlier will that left the money to two cousins of the employer, Mrs. Anna Craig, 82, who died September 3.

Mattalina had been a chauffeur for Miss Craig and her sister 25 years.

Uncle Sam Says

What would you say if you saw a groundhog emerge from his hole this month with a stock of Savings Bonds in his paws? Millions of my nieces and nephews, who own Savings Bonds and are adding to their bond holdings regularly through the Payroll Savings or the Bond-A-Month Plans, would say that Mr. Groundhog has at last acquired common sense as a prophet of an early spring. There is no better harbinger of a bright, happy future is there than the growing, safe, profit-making financial reserve of United States Savings Bonds.

U. S. Treasury Department

Special Election February 17.

Rocks

Rocks, Jan. 27.— The first real snow of the season fell here over the week-end.

Farmers cannot get their tobacco down it is so very cold.

Quite a large number took the B. T. U. Study Course at Rocks recently. Mrs. Richard Inge taught the class.

Mr. and Mrs. C. M. Evans, of Charlotte Court House called in the home of Mr. and Mrs. C. S. Ranson recently.

Little Helen and Ellen Taylor, the twin daughters of Mr. and Mrs. James R. Taylor, who have been sick, are better.

Charlene Ranson missed several days from school recently on account of illness.

Mrs. C. S. Ranson and daughters and Mrs. W. F. Ranson went to Amherst last Monday afternoon.

Mr. and Mrs. C. S. Ranson, Mrs. W. F. Ranson, Mrs. C. M. Evans, Miss Cassie Baldwin, Mr. and Mrs. Harry Ranson, Miss Gertrude Ranson, Emery and Wiley Ranson went to Amherst Tuesday afternoon to attend the funeral of Mrs. Bettie Tolley.

Willie (Buck) Price died at his home near Pamplin Friday night.

In spite of the snow Sunday a few from the neighborhood attended his funeral.

Spout Spring

Spout Spring, Jan. 27.- Mr. and Mrs. D. H. Cyrus, Jr. spent last week with her parents in Albany, Georgia.

Mrs. George Carson plans to visit her parents today.

Miss Annie Marion Montague died Tuesday, January 20, at Lynchburg General Hospital. She was 79 years old and was a native of Savannah, Ga. For the past 16 years she had made her home at Spout Spring. Services were conducted Wednesday afternoon at 2:30, by the Rev. J. W. Ingo, pastor of Salem Church. Burial was in the church cemetery. Snow is gently falling upon her lonely grave; her soul is sweetly resting with Him who came to save.

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Buckingham Flynn
BID MANUF. BIRMINGHAM

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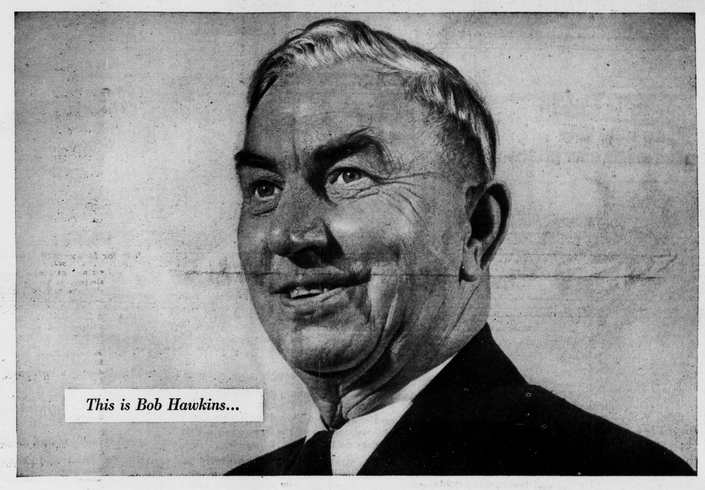
This is Bob Hawkins...

He's been "on the team" for nearly 40 years...

BOB HAWKINS happens to be an auditor of our bulk plants throughout Virginia. He might have been a tank truck driver, a salesman, a research chemist, or president of our company—the basic story would run the same.

He came to work for Standard Oil of New Jersey years ago. His work has been steady and his pay has been good. At 65, he'll retire with a life income under the company pension plan. In the Thrift Plan, he's got a tidy cash nest-egg saved up. He's had regular vacations with pay, and special protection in case of sickness or accident.

In short, Bob has a high degree of the things that mean most to a man with a job.

He has them because it was planned that way. For over 30 years, this company's workers, their unions, and the management have worked in common agreement that people's needs as human beings are the most important thing in the world.

And it's not mere generosity. It has proved plain good business all along the line.

The average Standard Oil of New Jersey worker today has been with us over 14 years. More than 8,000 of them over 20 years. That's a lot of seasoned manpower to have on your side in the competitive business of making quality gasoline and other petroleum products.

And its benefits extend clear out to you . . .

Right now the whole petroleum industry is straining to meet the greatest demand for its products in all history—and this staff of skilled, experienced people is your assurance that everything possible is being done with this company's facilities to meet your needs for more and better petroleum products.

As your neighbors, too, people like these are good citizens, steady customers of local stores, steady payers of local taxes.

And year after year, as makers of products you depend on in your car or factory or home or on your farm . . . they're second to none in ability to give good value at modest price!

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